

VFR TERMINAL AREA CHART
PITTSBURGH

Scale: 1:250,000

Horizontal Datum: North American Datum of 1983 (World Geodetic System 1984)

73RD EDITION EFFECTIVE 09012 8 APR 2010

Includes airspace amendments effective 8 APR 2010 and all other aeronautical data received by 11 FEB 2010

Information on this chart will change; consolidated updates of chart changes are available every 56 days in the Airport/Facility Directory Chart Bulletin section (online at www.naco.faa.gov). Also consult appropriate NOTICES TO AIRMEN (NOTAMS) and other FLIGHT INFORMATION PUBLICATIONS (FLIPs) for the latest changes.

PUBLISHED IN ACCORDANCE WITH INTERAGENCY AIR CARTOGRAPHIC COMMITTEE SPECIFICATIONS AND AGREEMENTS. APPROVED BY:

DEPARTMENT OF DEFENSE • FEDERAL AVIATION ADMINISTRATION

PITTSBURGH CLASS B AIRSPACE

See back of this chart for procedural information within the PITTSBURGH CLASS B AIRSPACE

EXAMPLES OF CLASS B ALTITUDES

70 --- Ceiling in hundreds of feet MSL
30 --- Floor in hundreds of feet MSL

CONTROL TOWER FREQUENCIES ON PITTSBURGH TERMINAL AREA CHART

Airports with control towers are indicated on the face of the chart by the letters CT followed by the primary VHF local control frequency (see). Information for each tower is listed in the table below. Operational hours are local time. The primary VHF and UHF local control frequencies are listed. An asterisk (*) indicates the primary tower frequency is intended to be a collocated full-time FSS for use as an Advisory Service (AAS) during hours the tower is closed. The primary VHF and UHF ground frequencies are listed. Automatic Terminal Information Service (ATIS) frequencies shown on the face of the chart are primary airport VHF/UHF frequencies. All ATIS frequencies are listed in the table below. ATIS operational hours may differ from tower operational hours. ASR and/or PAR indicate Radar (Instrument) Approach available. *MCON FRI* indicates Monday through Friday.

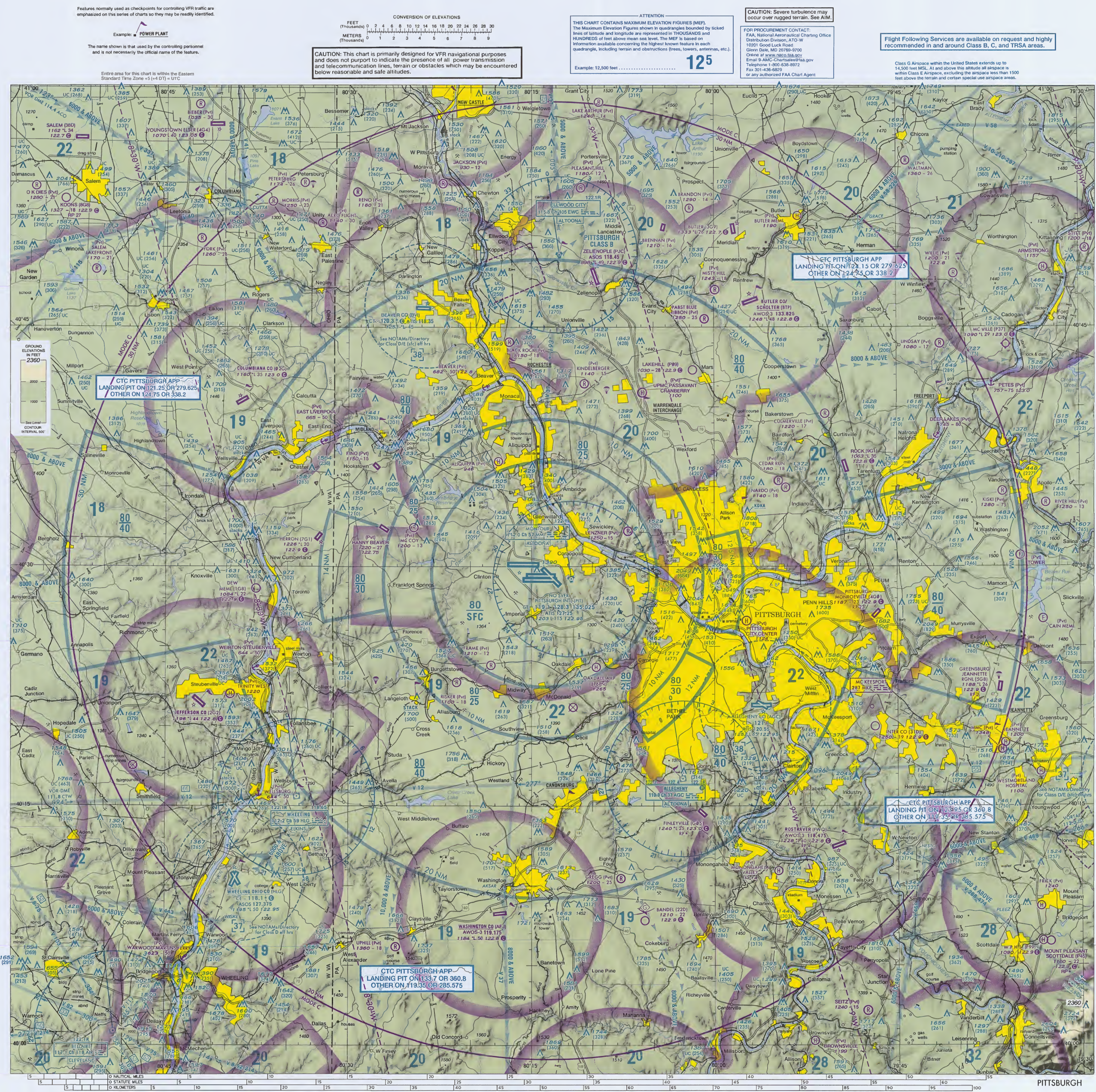
CONTROL TOWER	OPERATES	TWR FREQ	GND CND	ATIS	ASR/PAR
ALLEGHENY CO	CONTINUOUS	121.1	123.0	121.7	120.55
BEAVER CO	CONTINUOUS	120.3	121.1	118.35	
PITTSBURGH INTL	CONTINUOUS	119.1	120.325	121.5	127.25 ARR 127.8 (N) 135.9 DEP
Adena		119.1	120.325	121.5	
WHEELING OHIO CO	0700-2200 MON-FRI 1000-2000 SAT-SUN	118.1	123.8	121.75	

CLASS B, CLASS C, TRSA AND SELECTED RADAR APPROACH CONTROL FREQUENCIES

FACILITY	FREQUENCIES	SERVICE AVAILABILITY
PITTSBURGH CLASS B	121.7 (181-270) (P) 121.25 (271-300) (P) 123.95 (301-180) (P) 124.15 (181-200) (P) 279.625 (270-280) (P) 360.8 (281-290) (P) 119.35 285.575 (290-295) OTHER 124.75 338.2 (295-300) OTHER	CONTINUOUS

NORTH AMERICAN AEROSPACE DEFENSE COMMAND (NORAD) PROCEDURES

All aircraft operating in the U.S. national airspace, if capable, will maintain a listening watch on guard frequencies VHF 121.5 or UHF 243.0. It is incumbent upon all aviators to know and understand their responsibilities if intercepted. Review "AIM" section 5-8-2 for intercept procedures. Additionally, if U.S. military fighter jets intercept an aircraft and are disposed in the area of that aircraft, aviators will pay strict attention, contact air traffic control immediately on the local frequency or on VHF guard 121.5 or UHF 243.0 and follow the interceptor visual ICAO signals. Be advised that non-compliance may result in the use of force.



AIRPORT DATA

Box indicates FAR 91, FAR 135, FAR 121, or Special Air Traffic Rules & Airport Traffic Patterns. Runways with CT - 118.3 or ATIS 123.8. Right Traffic Pattern (public use) - RP 23.34. VFR Advy 125.0. UNICOM. AOE - Airport of Entry. See AFD.

ADDITIONAL AIRPORT INFORMATION

Private (Pvt) - Non-public use having emergency or landmark value. Military - Other than hard-surfaced, all military airports are identified by abbreviations AFB, NAS, AAF, etc. DoD users, for complete airport information consult DOD PUP. Helipad - Unimproved. Abandoned - paved landing surface 3000 ft or greater. Ultralight - Selected. Services - fuel available and field tended during normal working hours; checked by use of ticks around basic airport symbol. (Normal working hours are Mon thru Fri 1000 AM to 400 PM, local time.) Central AFDs for serviceability at airports with hard-surfaced runways 1500 ft. or greater. Rotating airport beacon in operation Sunset to Sunrise.

AIRPORT TRAFFIC SERVICE AND AIRSPACE INFORMATION

Only the controlled and reserved airspace effective below 18,000 ft. MSL, and shown on this chart. All times are local. Class B Airspace (Mode C - see FAR 91.215 (AM)). Class C Airspace (Mode C - see FAR 91.215 (AM)). Class D Airspace (Mode C - see FAR 91.215 (AM)). Ceiling of Class D Airspace in hundreds of feet (M minus ceiling value indicates surface up to but not including that value). Class E Airspace with floor 700 ft. above surface. Class E Airspace with floor 1200 ft. or greater above surface that abuts Class G Airspace. 2400 MSL. Differentiation floors of Class E Airspace greater than 700 ft. above surface. 4500 MSL. Class E Airspace exists at 1200' AGL, unless otherwise designated (e.g. 1500' AGL). Class E Airspace low altitude (NNAV Routes are indicated by center line). T-319. Prohibited, Restricted, and Warning Areas, Canadian Advisory, Danger, and Restricted Areas. Alert Area and MOA. Military Operations Area. Special Airport Traffic Area (See FAR 91.215 (AM)). Mode C - Air Defense Identification Zone (ADIZ - Air Defense Identification Zone). National Security Area. Terminal Radar Service Area (TRSA). MTR - Military Training Route. VFR Waypoints (See Airport/Facility Directory for latitude/longitude).

COMMUNICATION BOXES

122.1R 122.6 123.6. 362.1 118.3 OAK. 122.1R. CHICAGO CHI. Underline indicates no voice on frequency. Cross-hatch indicates shutdown status. Operates less than continuous or On-Request. FSS radio providing voice communication. VHF OMNI RANGE (VOR). VORTAC. VOR-DME. Other facilities, i.e., FSS Outlet, RCO, etc.

RADIO AIDS TO NAVIGATION

VHF OMNI RANGE (VOR). VORTAC. VOR-DME. Other facilities, i.e., FSS Outlet, RCO, etc.

OBSTRUCTIONS

1000 ft. and higher AGL. below 1000 ft. AGL. Group Obstruction. Obstruction with high-intensity lights; may operate part-time. Elevation of the top above mean sea level. Height above ground. Under construction or reported; position and elevation unverified. Race Track. Tank - water, oil or gas. Oil Well. Mine or Quarry. Mountain Pass (11823 Elevation of Pass) (Pass symbol does not indicate a recommended route or direction of flight and pass elevation does not indicate a recommended clearance altitude. Hazardous flight conditions may exist within and near mountain passes).

TOPOGRAPHIC INFORMATION

Aerial Cable. Landmark Feature - stadium, factory, school, golf course, etc. Lookout Tower. Coast Guard Station. Race Track. Tank - water, oil or gas. Oil Well. Mine or Quarry. Mountain Pass (11823 Elevation of Pass) (Pass symbol does not indicate a recommended route or direction of flight and pass elevation does not indicate a recommended clearance altitude. Hazardous flight conditions may exist within and near mountain passes).

MISCELLANEOUS

Ultralight. Flare. Hangar. Marine Light. Glider Operations. Parachute Jumping Area (See Airport/Facility Directory).

VFR TERMINAL AREA CHART
PITTSBURGH
SCALE 1:250,000

Lambert Conformal Conic Projection Standard Parallels 33° and 45°
Horizontal Datum: North American Datum of 1983 (World Geodetic System 1984)

73RD EDITION EFFECTIVE 09012 8 APR 2010

TO 09012 23 SEP 2010

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EFF. DATE 10098

CONVERSION OF ELEVATIONS

FEET (Thousands) 0 2 4 6 8 10 12 14 16 18 20 22 24 26 28 30

METERS (Thousands) 0 1 2 3 4 5 6 7 8

CAUTION: This chart is primarily designed for VFR navigational purposes and does not purport to indicate the presence of all power transmission and telecommunication lines, terrain or obstacles which may be encountered below reasonable and safe altitudes.

ATTENTION

THIS CHART CONTAINS MAXIMUM ELEVATION FIGURES (MEF). The Maximum Elevation Figures shown in quadrangles bounded by ticked lines of latitude and longitude are represented in THOUSANDS and HUNDREDS of feet above mean sea level. The MEF is based on information available concerning the highest known feature in each quadrangle, including terrain and obstructions (trees, towers, antennas, etc.).

Example: 12,500 feet **125**

CAUTION: Severe turbulence may occur over rugged terrain. See AIM.

Flight Information Services are available on request and highly recommended in and around Class B, C, and TRSA areas.

Class C Airspace within the United States extends up to 14,500 feet MSL. At and above this altitude all airspace is within Class E Airspace, excluding the airspace less than 1500 feet above the terrain and certain special use airspace areas.

CTC PITTSBURGH APP
LANDING PIT ON 121.5 OR 279.625
OTHER ON 124.75 OR 338.2

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